

PROCEEDINGS

OF THE

CITIZENS OF NEW YORK,

IN OPPOSITION TO THE PROJECT

OF A

RAILROAD IN BROADWAY.



NEW YORK:

UNITED STATES ECONOMIST PRINTING OFFICE,

• 80 BROADWAY.

1852

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**PROCEEDINGS**  
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**CITIZENS OF NEW YORK,**  
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**PROJECT OF A RAILROAD IN BROADWAY.**



PURSUANT to previous notice a "Public Meeting of Property Owners on Broadway and other Citizens opposed to a Railroad in Broadway," was held at Lafayette Hall, on the evening of the 3d of August. The meeting was well attended and was organized by the election of the following officers :

CHESTER DRIGGS, President-

JAMES R. WHITING,  
 J. J. CISCO,  
 STEPHEN B. MUNN,  
 GEO. LOVETT,  
 JAMES BECK,  
 LEROY M. WILEY,  
 B. L. SOLOMAN,  
 J. B. ALTHOUSE,

JAMES B. CUTTING,  
 RICH'D. MORTIMER,  
 RICHARD F. CARMAN,  
 PHILIP BURROWES,  
 ROE LOCKWODD,  
 GEO. W. VARIAN,  
 J. B. MONNOT,

} Vice Presidents.

HENRY J. HART,  
 THOS. F. GREENE,  
 DAVID MURRAY,

JOHN O'BRIEN,  
 B. BOSCH,  
 F. H. FLEMING,

} Secretaries.

A Committee of three, Gen. ANTHONY LAMB, WILLIAM O'BRIEN, and D. E. SICKLES, was appointed to draft a set of Resolutions expressive of the sense of the meeting, and reported the following :

*Whereas*, a petition has been presented to the Common Council praying for the privilege of laying a railway in Broadway, and

*Whereas*, it is contrary to the well-established usages that so important a measure should be decided before the views and wishes of the property owners, and those residing or doing business on the street, are correctly ascertained, they being the parties most directly affected by the prosperity of said street ; and

*Whereas*, such an expression of opinion is deemed necessary at this juncture ; therefore be it

*Resolved*, That we consider railways of questionable advantage within the densely populated portion of cities, and that we see with deep concern the evident disposition to use all our principal streets for the way of railroads, thus granting to private companies the advantages of grading, etc., obtained by us at great cost, for which they pay not the slightest equivalent.

*Resolved*, That the proposed railroad in Broadway will, instead of being a benefit to our property or business, be a decided disadvantage, and will prove a serious injury to us, decrease our business, and materially depreciate the value of our property, as is abundantly demonstrated by the experience derived by other streets now occupied by railroad tracts.

*Resolved*, That the railroad will render Broadway, as is the Bowery now—because of its railroad—a street through which none would pass unless compelled by necessity, preventing entirely the desire of its use for pleasure, depriving the citizens of the use of that fine promenade now so much sought after, and enjoyed with such zest.

*Resolved*, That Broadway, without the railway, is hardly wide enough to answer the requirements on public days, or on the occasions of extensive military or civic displays; that the proposed spaces on the sides of the street would be entirely inadequate, therefore the cars would not be run; and as such contingencies are of very frequent occurrence, the consequence of the interruption of the travel necessary thereon would be of a very serious nature, but which would be entirely unavoidable, as Broadway is the best street, the proper street, the only street for such displays, and one which ought for ever to be preserved free for that use.

*Resolved*, That we cannot but deny the propriety of conferring on one body of men a monopoly of so great an extent as this will be of controlling the immense passenger traffic of Broadway, holding that such traffic should be free like other business falling to the lot of those who may by energy, attention, and a proper appreciation of the public wants, best deserve the patronage of the people.

*Resolved*, That the proposed Broadway Railway is contrary to the uniformly expressed wishes of the owners of property on the street, and is only sought by a few, whose sole aim is the advancement of their own selfish ends.

*Resolved*, That we consider the entire plan as a money-making job—its projectors founding their hopes for its success upon the usual indifference of our citizens generally, as to what is being done affecting their interests, until it is too late to do more in opposition than to repent inactivity.

*Resolved*, That as we now have the Hudson river, the Eighth Avenue, the Sixth Avenue, and the Harlem roads, and are likely soon to have the New Haven road on the Second Avenue, it is expedient to preserve one main artery of our city circulation free from such encumbering nuisances; these five railways being deemed sufficient to meet the requirements of trade, and to afford ample facility to all preferring that mode of transit.

*Resolved*, That the proposed railway is entirely unnecessary for the purpose of increasing the facility of transit from the upper part of our city to the lower, in consequence of the approximation of other lines of road to the course of Broadway—the Harlem road being within a block at Fourteenth street, the Sixth Avenue road crossing at Thirty-fourth street, the Eighth Avenue road at about Seventeenth street, and the Hudson River road approaching within an inconsiderable distance, at Manhattanville—all of them wide tracks, and of capacity sufficient to accommodate any probable increase of up town population for years to come.

*Resolved*, That the Special Committee of the Board of Aldermen, to whom will be referred our remonstrances against this scheme, be requested to carefully and closely examine said remonstrances, that they may therefrom ascertain how general is the opposition to this plan, from the actual owners and occupants of Broadway property, and that they may be induced to govern their action in the matter in accordance with the expressed views of the parties, whose wishes, certainly, are entitled to paramount consideration.

The resolutions were adopted unanimously.

The following "Resolution" was then read by the chair:

*Resolved*, That a Standing Committee of Twenty-one be appointed to receive Communi-

actions, and to consider and report at a future meeting to be called by them, the best mode of relieving Broadway from its present interruptions to travel; and that said Committee be authorized to confer with owners and occupants represented at this meeting, and with the city authorities, for the purpose of accomplishing this most desirable object.

The following gentlemen were unanimously appointed on the Standing Committee :

JAMES R. WHITING,	SEABURY BREWSTER,	GEO. LOVETT,
RICH'D. MORTIMER,	RICH'D. F. CARMAN,	J. J. JONES,
WM. B. ASTOR.	PETER LORILLARD,	A. T. STEWART,
THOS. A. DAVIES,	SIMEON LELAND,	PHILIP BURROWES,
WM. D. BOOTH,	J. B. MONNOT,	B. L. SOLOMAN,
STEPHEN STORM,	J. J. CISCO,	B. L. SWAN, JR.
PETER GOELET,	H. BOSTWICK,	WM. NIBLO.

And the President, CHESTER DIGGS, was added to the Committee.

At a subsequent meeting of said Committee of Twenty-one, held on 17th August, Jas. R. Whiting in the chair, a quorum being present, it was

*Resolved*, That a Committee of Five be appointed to prepare and report to this Committee a suitable "remonstrance," stating the reasons why a Railroad should not be permitted to encumber Broadway.

The following gentlemen were placed on said Committee :

	T. A. DAVIES, Chairman.
J. J. CISCO,	H. BOSTWICK,
STEPHEN STORM,	PHILIP BURROWES,

And, on motion, JAS. R. WHITING was added to the number.

The Standing Committee met on the evening of the 6th September, and received the "Report," and said Report was, on Tuesday evening, September 7th, submitted to the Mass Meeting of citizens convened at Lafayette Hall, and unanimously accepted, and will be found annexed.

JAMES R. WHITING, Chairman.

JOHN O'BRIEN, Secretary.

To the Hon.

### ***The Common Council of the City of New York.***

GENTLEMEN,

May it please your Hon. Body, the undersigned Owners of Property on Broadway, hearing with deep concern that your Hon. Body are about to entertain petitions from some Citizens to incorporate themselves into a company for the purpose of constructing a Railroad in Broadway, and believing that such a Railroad would be detrimental to the best interests of the City generally, and to our delightful thoroughfare in particular, we beg the privilege of entering our remonstrances against it. And although we come before you under the disadvantage of being parties directly interested in the matter, we claim that by virtue of that interest, we have given the subject an extended thought which those having no interest would not do. That while we shall examine it fully and fairly in its practical bearings, we do not intend to touch upon any legal feature of the case. And with a view to give the subject a full consideration, we now divide it into the following heads :

1st. *Who wants a Railroad in Broadway?*

2d. *Broadway as it is.*

And 3d. *Broadway as it would be with a Railroad.*

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### WHO WANTS A RAILROAD IN BROADWAY?

This is a very important question to be asked, and a very important question to be answered. In order to answer it understandingly, we must refer to those who travel, do business or own property in this street. It is urged as an argument for it, that many of the citizens have signed petitions in its favor. What new scheme could be devised, ever so wild, that petitioners could not be obtained for it? But petitioners do not make plans feasible. How many schemes are got up for private ends that fall still-born from their projectors? Names, without they are those of persons of known intelligence, can have no material bearing on an enterprise of this magnitude. Your Honorable Body must therefore scrutinize with great care and judgment the long lists of names that will be unreeled in your Halls and held up to you as the expression of public opinion upon this subject.

Those who use Broadway by means of wheeled vehicles, such as omnibuses, carriages, carts, wagons and nameless other vehicles—those who live on Broadway or own property thereon—who ride or walk therein, or do business along its line—would naturally be supposed those whose voices in this matter before your Honorable Body should be listened to with profound attention. And when the final array of names for and against this plan shall be placed before you for consideration, we ask no surer pledge of its defeat at your hands than to hold the scales of Justice steady and true, and let the question be decided according to the high principles of our Republican Government.

Do the owners or drivers of omnibuses want a railroad in Broadway? It is useless to ask this question, as it will be answered at once in the negative. Does any man who drives a cart in Broadway want a railroad there? If there is one to be found in the city, this Committee have been unable to discover him. Does any individual who drives a wheeled vehicle on that street, want a railroad? The good sense of your Honorable Body will tell you at once that no one who drives there for pleasure or a living wants a railroad in Broadway, and if there should be one found accidentally, it must be some one connected with the scheme. Stop one hundred vehicles in Broadway and ask the question; in all probability not one will be found among the number who would be in favor of the plan. Do the tenants in Broadway want the railroad? We acknowledge that many of this class, though not one-eighth of them, may want a railroad, and that some have signed petitions in its favor. But they calculate erroneously when they suppose it will decrease their rents, without also decreasing their business in a greater ratio. Do those who ride in omnibuses in Broadway, want the railroad there? Far the greatest proportion of those who thus ride in Broadway are those who enter it in the side lines, probably about fifty to one, if not a much greater proportion. We will therefore propose this simple question. Suppose a passenger on the east or west side of the city was desirous of going to Wall street, on a rainy day, and was asked: Will you take an omnibus at your door and ride to Wall street without changing your seat, or will you, when you arrive at the corner of Broadway and Bleeker street, (if you please, or any other line subject to the change into the railroad car, as is proposed,) change into a rail car with the chances of wet feet, and mud probably ankle deep, with the car in the centre of the street, if you are lucky enough to get one not entirely full? What think your Honorable Body would be the answer of that individual? If you are satisfied with the answer, then take the vote of the riding population on that

day, and record it. How many advocates would you find for a railroad in Broadway? And as you legislate for the people, and are placed in your positions of responsibility because they suppose you competent to fill that place, are you prepared to inflict on them such an everlasting inconvenience? We say, let the street be inconvenienced by omnibuses and carts, rather than the people.

We have here spoken of a rainy day, to make the case more apparent; but take any day, and your own good judgment will decide whether ladies, women, and children, or even gentlemen, will be better satisfied to clamber in and clamber out, first from omnibuses to rail cars, and from rail cars to omnibuses—in most seasons of the year wading in slush and mud ankle deep—or whether they would prefer one steady course and not be subject to such inconveniencies. Do the property owners in Broadway want a railroad in Broadway?

So far as this Committee has been able to ascertain, only a few individuals owning property in Broadway approve or have signed petitions to your Hon. Board in favour of laying down a railroad. While we understand that nearly every owner, or at least a great majority of them, throughout its whole length have remonstrated against it.

This fact alone should be a final check to this scheme, if it be rightly developed, and rightly and candidly considered.

The great argument in favor of this plan, which has been expatiated upon, and which stands out boldest on every line that has been printed upon this subject, and which has been attenuated to such an extent that its projectors might almost be thanked by the Broadway owners for their philanthropy, is, that the railroad is greatly to enhance the value of property in Broadway and run it up from its present high prices at least twenty or twenty-five per cent. (See their circular.)

Now, may it please your Honorable Board to look with care at the names of those remonstrating against this project, who are owners of property on Broadway, and judge for yourselves whether they are competent to decide whether this plan will or will not accelerate and aid the travel in Broadway, and if so, necessarily increase the value of property upon that street. Whether this string of men from the Battery to Union Square, yes, even to Manhattanville, are not persons who, by foresight and prudence, have made this property, and are therefore competent to judge as to any advantage that can accrue to them or their property from such a project.

The whole matter mainly rests on this fact: If travel will be accelerated and made easier and more convenient in Broadway by this plan, then the property along the line must be increased in value.

Now, among the owners of property on Broadway, are some staunch, far-seeing, shrewd, intelligent, and prominent men—men whose opinions on matters involving millions are sought for daily—who, on this subject, have expressed one almost universal dissent to this plan, or any other; and, even in the face of this oft-repeated attempt and failure, and this array of names entirely unequaled in unanimity, this Committee are informed that your Honorable Board are in danger of disregarding their remonstrances, and listening to the interested representations of a few persons whose cupidity drives them to any extremes.

Is it supposable for one moment that if these owners of Broadway property could see a reasonable chance, even, in this plan to benefit the traveling interest in Broadway, that there would not be some respectable number of them who would be in favor of this plan? Certainly, there would be, even for the chance; and the certainty would bring to its support the entire line of Broadway owners.

But, after all the arguments which have been published in the papers from day to day, showing of plans, wood-cuts, and exaggerated representations, circulating petitions, public speaking, agitation of the subject for ten years, we yet find these Broadway owners firm against the project almost to a man.

Now, may it please your Honorable Body, is this intrinsic evidence that this railroad is to greatly benefit the traveling in Broadway? Is this intrinsic evidence that it will be a public benefit? Is this evidence that the community are to be easier run up and down Broadway, and that that thoroughfare is to be made more beautiful, more safe, and more expeditious? No; it is the certificate of the representatives of over 50,000,000 of dollars of property, which is to be directly affected by it, that it is a scheme to secure the exclusive or partial right to the carrying trade of Broadway by any plan that will be fatal to its best and choicest interests; it is a direct effort, in an indirect way, to fill the pockets of a few speculators by robbing the public of its comforts, and depriving them of riding in such manner as they choose through Broadway, and compelling them to ride as these speculators may direct, and your Honorable Body allow.

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### BROADWAY AS IT IS.

It is acknowledged by foreigners, citizens of the United States, and by every person of observation, that Broadway is the Broadway of the world. No such street can be found in any city—no such street can be found on the face of the earth. They speak of Broadway in India—in every quarter of the globe—in islands of the ocean scarcely known to us—throughout the length and breadth of the civilized world, where even the name of the state or the city in which it lies is sometimes unknown. It is the pride and reigning beauty of this metropolis; it is the pride and boast of every American; it is the summit of fashion, of beauty, of elegance, and of usefulness. Along its length rises palace after palace, till the eye is satiated with accumulated architectural beauty, elaborated by the expenditure of millions of dollars, to display, for the use and comfort of our people, the fabrics and necessaries of life.

No useful article that is made, no fabric that is woven, no fruit or delicacy that will bear transportation, no ornament, in fact nothing, either of science, literature, art, or production, that cannot be found along its way. Why is this so? Why is it, what is it, and why this prosperity?

Can we attribute it to the want of some unknown agent, some scheme not yet matured, some visionary project of unskilful minds—can we say our present system of locomotion in Broadway is defective, when these facts and this prosperity stares us in the face and silences that assertion.

Can we say that the thousands on thousands of our citizens who crowd Broadway and these stores, shops and hotels, and ride in such vehicles as are now provided, do so because of their imperfection, and because they want and require others? Has not Broadway grown up, increased, become valuable, and by virtue of these present arrangements, draws thousands within its limits hourly and daily? Do we want a majority vote, or the circulation of petitions to present to your Honorable Body, to show that the world is satisfied with Broadway as it is? These same crowds can procure, in almost any other part of the city, what they desired, if Broadway was uncomfortable or unpleasant to them. But no, the fact, the great existing fact, is proof of the voice and will of the people of this city, the country and the world, and your Honorable Body would be wanting in the ordinary wisdom of man not to heed this silent, yet powerful appeal.

Where, on this continent, can the poor man, living in any part of a city, take a carriage at his own door, and at his call, which is comfortable, safe and reasonably expeditious, and for the trifle of six and a quarter cents, be shown miles lapped on miles of a panorama, combining elegance, beauty, refinement, pleasure, business, and so many splendors of the world?



And yet some of your Honorable Body listen with complacency to a fundamental change in these comforts, substituting therefore, with all their inconveniences, narrow railroad cars, resembling stunted dove cotes, or else mounting those who would ride to rest an aching limb, up a flight of stairs to the second story of those balloon, sky-reaching, conveyances.

The whole conception and plan is truly and emphatically a scheme that would do honor to any page of the Arabian Nights' Entertainments, and should its projectors be successful in their undertaking, they may say with truth to your Honorable Body, that they have found the Alladin's Lamp—

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#### BROADWAY AS IT WILL BE WITH A RAILROAD.

We might be thankful, indeed, if we should find ourselves suddenly transported from Broadway as it is, into Broadway as is represented upon an elaborate wood-cut lately put forth, and which represents the rail cars in Broadway, according to what is claimed by "Pro Bono Publico," as the plan decided upon by the Petitioners to the Common Council, but disclaimed to be such by them.—(See their letter, in which they say substantially they have no fixed plan, but rely upon the Common Council.)

Though, as that picture is on one half of a sheet of paper on which their names are found, giving general notions about a Railroad, it would be taken by the community as a picture which they would endorse as a true representation of facts.

But they disclaim the truth of that picture, and the community must determine whether they intended this fraudulent representation or not. They say it is a mistake of the artist.

Though they do not acknowledge the picture as correct, we have the right, since it is made a public document, to examine it, and let the community and the Petitioners know what it is, and leave them to draw their own conclusions. It represents the proposed railroad and cars in Broadway near the Museum, and is a perfect falsity and fraud in representation. The true state of the case could not be represented without showing its entire deformity. The artist, in order to favor dimensions, has made the cars, carriages, and horses diminutively small, and not one half their real dimensions, taking the width of Broadway as the standard of measure. Supposing the width of the car to be four feet, as stated by "Pro Bono Publico," then Broadway is represented to be sixty feet wide from curb to curb, and the stories of the car would be only four feet high, which would be rather confined for use. But in truth the artist has taken the width of the cars to be five and a half feet, and height of stories the same, by which measure Broadway is represented to be about eighty-two feet from curb to curb, instead of an average of forty-one feet, as it is. And measuring it by any perspective rule, the picture is a gross fabrication and misrepresentation of facts, and calculated to mislead the public mind.

As these Railroad Petitioners have admitted, over their own signatures and in private conversations, and the anonymous writer, "Pro Bono Publico," has declared the same in the newspapers, that all the plans which have been submitted to the public heretofore have been defective, and been justly condemned because of those defects, a member of this committee, for his own satisfaction, and deeming it of importance to ascertain what their precise plan was, addressed them a note, as follows:

NEW YORK, Aug. 24, 1852.

TO WILLIAM MENZES,  
 JACOB SHARP,  
 FREEMAN CAMPBELL,  
 JOHN ANDERSON,  
 D. RANDOLPH MARTIN. }

GENTS :—

As I am one of a Committee appointed by the General Committee of Owners of Broadway Property, convened at the Metropolitan Hotel, Aug. 17, 1852, to make a report to the Common Council, setting forth Objections to a Railroad in Broadway, and as you have submitted a plan to the public, and I believe the only one now under consideration, will you do me the favor to answer the following questions :

- 1st. State the width of track, the number of tracks and turnouts, if any.
- 2d. State the width of groove and the depth of groove.
- 3d. State the outside width of cars, height of stories, length and general arrangements succinctly.
- 4th. State number of passengers which can be seated in each story.
- 5th. State where to start from and where to go to.
- 6th. State how you propose to groove the Russ pavement to lay in the rails, and whether it will be necessary to take it up to do so or not.
- 7th. State the fare to be charged to Park Row from your starting point, also, to Canal street, to Grand street, to Bleecker street, to Amity street, Eighth street, Ninth street, Fourteenth street, and to your termination ; and, also, the downward fare to these points.
- 8th. State also whether your plans are based upon the exchange passenger ticket system at these various points, and also whether it is predicated upon the disuse altogether of omnibuses in Broadway.
- 7th. State the provisions for running the centre line, and how you dispose of cars—be particular in this.

Respectfully your obedient servant,

THOS. A. DAVIES.

To which he received the following reply :

NEW YORK, Aug. 25, 1852.

THOMAS A. DAVIES, Esq.,  
 Member of the Committee, &c.

SIR,

We have received your inquiries, together with our communication of yesterday to your Committee, which was directed to be returned to us, on the unintelligible ground of its being addressed to the Committee and not to yourself individually. We cannot see how it could have been otherwise addressed with any propriety.

We regret such an indication of indisposition to grant the fair and reasonable request made by us. We are conscious too that it would fully justify us, as we believe your Committee would themselves fully recognize, in respectfully declining to answer your interrogatories at all. Still, however, we shall not pursue that course.

On examining them we find that there are but very few points on which we could have reason to do more than to refer you to the full manner in which the whole subject has been recently discussed in the public press by the author of the articles signed "Pro Bono Publico."

Your inquiry about our intended *termini*, it would be manifestly improper for us to answer at present, until we shall know the result of our application to the Common Council,

and shall have then, moreover, secured our necessary location. It is certainly a point immaterial to the question between railroad and omnibuses.

So, too, in regard to your minute inquiries respecting the fare from point to point, even down to a distinction between the fare to Eighth street and Ninth. Not only is this, too, a circumstance immaterial to the question between the two systems of conveyance, but also it is one on which it is impossible for us to answer you more specifically, consistently with fair and reasonable regard to safety in such an enterprise, until we know how onerous may be the burthen of terms and conditions that may be imposed by the Common Council.

Respecting the turnouts we have no conclusions settled; our impression is that there might as well as not be a turnout at each of the stopping places of the through cars. It is a point proper to be prescribed by the Common Council.

Indeed, sir, our attention has been less directed to such details, with a view to their exact and definite settlement in advance, than to the larger plain leading ideas of our proposed improvement—namely, the necessity of relieving Broadway, and of doing so still more than by any mere opening of a side street; the existing and daily increasing demand for a larger force of conveyance on that central trunk route; the consequent necessity which has long pressed and is daily pressing more and more, of giving to the motive power the great help of iron rails, so as to enable the single pair of horses to move a much larger number of passengers in a single vehicle than is, or can now be done; the general benefit to Broadway of having all its passenger travel limited to the very middle thirteen feet of the street, that very middle portion being, to a very large extent, free from other vehicles, in addition to the simultaneous disencumbering of the sides of the street likewise for their use; and finally the very superior comfort, noiselessness, and speed of the cars over omnibuses, together with the relief of the pavement from wear and tear, and also that improvement in cheapness which must follow the great economy of motive power and vehicles incident to the use of iron rails. These, the leading ideas of the subject, rather than those minute details, the determination of which belongs rather to the period of commencing practical operations, have mainly occupied our thoughts. On these leading ideas we are willing to be judged by the Common Council and the public, without paying much regard to microscopic flaws that may or may not be picked in particular suggestions of small details. On all such points, and on all the points of the matter, we are, of course, subject to the conditions and regulations that may be prescribed by the Common Council, if they shall grant our application, and, indeed open to any good suggestions of modification to any details of our own plans as we have freely set them forth, from whatsoever quarter they may proceed.

Indeed, sir, we hope to hold ourselves always ready to welcome gladly and liberally, instead of repelling with unwilling and suspicious prejudice, all and any ideas of useful improvement.

We have the honor to remain,

Very respectfully your obedient servant,

JOHN ANDERSON,

JACOB SHARP,

WILLIAM MENZIES,

(For themselves and Associates.)

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These, may it please your Honorable Body, are the frank answers given by your Petitioners, communicating information as to their plan of Railroad in Broadway. This is the satisfaction which the public and the Petitioners have for their strenuous efforts to ascertain what is to be put in Broadway, and in what respects this new improvement which they propose differs from the old ones that have been suggested, and in rotation been con-

demned. The sum and substance of their answer seems to be, that they have a general notion of a Railroad in Broadway, and expect your Honorable Body to lay down a plan that will answer, and make up the deficiencies of the old ones.

On the other hand, if they really have a plan, why do they hesitate to show it to the public, and acknowledge it over their signatures. If they intend to have three tracks, or rely upon the exchange ticket system, or upon three cent fare, let these Petitioners affirm those facts to the public, and let their plan be judged of on these grounds, but not hold up such reasons in favor of a road which they never will, never can, or never intend to put in operation on such a basis. They shrewdly refer to public discussions under an anonymous name, but do not, nor will not, answer these questions to the public, and make them the basis of their plan. It is a great gull trap for Petitioners, and the deceit and falsehood practised upon them in the wood-cut referred to is the mere exponent of the whole affair.

And finally, this grand scheme will be held up to the public as the fancy railroad of the day, till it comes before the Common Council, when some great shift will take place, probably the centre line will be slipped out, the cars widened, the exchange ticket system abandoned, the three cent fare increased to five, probably to six cents, then the thing taking a new shape, but an old one in reality, will, if possible, be urged through your Honorable Body, using the entire strength of the petitions based upon one plan for the support of another, over-riding objections which have existed for years, and still exist, and inflict upon the community a curse, a two-track line and the omnibuses together, which, when the people have had the full view of what was intended, they have strangled in its birth from time to time. These toy shop cars, this three-track dodge, this exchange ticket system, and three cent fares, are mere baits, absurd and impracticable as they are, to catch the public eye, and gain petitioners. And these speculators will secure the names of these unsuspecting persons and use them to bring about a state of things in Broadway, which they never dreamed of when they signed these petitions. Though, whether these Petitioners take the plan proposed by the anonymous "Pro Bono Publico," or any other, is of little or no consequence, as it does not vary the total impracticability of a railroad in Broadway. But its practicability or impracticability does not depend upon how many can be seated in one kind or another of a car. The main effect of doing the business on two or even on three tracks (the more the worse in the fixed width of Broadway), gives rigidity to the whole, and has the tendency to decrease the ability of the street to convey. For in the rail cars, where we have 38 to 40 passengers, by stopping, 37 to 39 are delayed, while in an omnibus load only 11 are detained. This, in the total detention of some 15 or 20,000 people a day, will amount to something, and any man must have taken leave of his senses to suppose that with all the obstructions incident to Broadway, that travel will be as expeditious in cars as it is now in omnibuses. Need we go back to the 50 passenger omnibuses, which have been abandoned on this ground, to prove this fact!

A member of this Committee asked one of the Petitioners what they intended to do with the cars and horses of the centre line during the day. The answer was that the cars were to be stored in the lofts and basement of a large building down town, at the terminus. It was not stated what was to be done with the horses: so that this plan consists in running down a large number of ears on the centre line in the morning;—as many, they say, as will carry the surplus flood, and as fast as they arrive below are stored, and there remain till evening, when they run up again. But if the cars should happen not to start in the right time, and the people were not ready to go, the cars would run through empty, and the people would have to walk!! So that this display about a centre through line amounts to just deceit or nonsense, as the utter impracticability of it must be manifest to every man of sense.

Then this taking idea, held out to the unreflecting, in respect to these "reliable

through conveyances, at rapid and regular intervals, combined with stopping ones," takes its flight at once, when no such thing can take place on the three tracks, and certainly not on two, except when this imaginary army of centre line cars march up the hill together in the evening, and down again in the morning. And we think your Honorable Body cannot but smile at such fanciful engineering, if seriously intended.

There is one other point in respect to the three-track plan that must be spoken of in this place. That is, the street is so narrow that they propose making the cars 3 feet 9 inches in the inside clear, and on account of such narrow width, the entrances to them are at the sides, and the cars on the tracks run within six inches of each other. It is impossible, with three tracks, to make them otherwise. Such a conception is worthy of, and, if possible, would exceed in execution the far-famed Guillotine of the French Revolution. They do not know what they are proposing, and if they do they have but little regard for human life. With these sides opening to the cars and no means of protection, there would not be a day or hardly an hour pass, with these machines in operation, that some of our citizens would not be called upon to mourn the loss of a friend or a relative. We all know it is sufficiently dangerous to get out of the rear of an omnibus, which partially protects; but these side-doors would be, in the crowded state of Broadway, the yawning mouth of death.

And now, as we have considered some of the objections to this plan, which are peculiar to it alone, we will consider the two-track line, which, if such a visionary project as a railroad in Broadway is carried out, it will be upon that plan. But these objections will be in a measure applicable to both.

Without giving any better ground for the calculation than that which "Pro Bono Publico," the anonymous writer, has, whose interest it is to make the statement as low as possible, and with that view selected a few days in August, possibly not intentionally, when nearly everybody was out of town and the city very dull. He admits a maximum flood in Broadway at one time to be 2,800. We presume that 4,500 during the business season may be assumed as a fair maximum in one direction during the flood. This also corresponds with facts, as can be demonstrated easier by examination than by paper calculations, for the omnibuses follow each other at times in the morning and evening through Broadway, almost in one unbroken line. Now, we would ask your Honorable Body whether any calculation could be made shrewdly enough to convince you that these passengers could be conveyed as expeditiously with the peculiar state of things existing in this street up and down on rails, as they are now conveyed in the omnibuses. But for the sake of seeing how this would answer on a two-track road, the three track being absurd, we will take the number of passengers to be 4,500 in one direction at one time, from Union Square to the Battery. This will require 120 cars, 38 passengers each, on the track, going down at one time. These cars and horses are 38 feet long each, and 10,500 feet being about the distance from the Battery to Union Square, the cars and horses will occupy 4,560 feet of it going down, and the cars coming up must occupy the same, as flood-tide lasts an hour or more. The distance between the cars going down on one track will be forty-nine feet, and the same coming up, if every car stops just alike! If the cars going up are opposite the opening of those going down, which they must be every length of car, how is a carriage or a pedestrian to get across Broadway? And then a continuous stream of carriages up on one side of Broadway and down the other, will shut out the chance of a passenger getting to the cars, should he be ever so much disposed, and the delays incident to getting in and out would be so great that the whole line would soon be in confusion, and each car would be compelled to stop for the other.

In the roads which are already built in the city, they do very well, because they have

room, and they mostly make up their loads before starting, and discharge it nearly bodily at their termini.

Broadway, however, is quite a different thing. Obstacles occurring on the track, such as horses falling down, carts and vehicles of all sorts crossing the street, a carriage breaking an axle, the thousand and one things that occur and are occurring, make this scheme wilder and more chimerical, and more impracticable, the more we examine and the deeper we go into calculations.

Experience of the bitterest kind will undoubtedly show, that tampering with such important interests as these will by degrees lessen the proud prosperity which we enjoy, and show to us, when too late, that we have neglected the old adage of "*letting well enough alone.*" But one word as to the relief of Broadway. The relief of Broadway is spoken of, and echoes from the mouth of almost every citizen day after day, without their giving the subject any more thought than the mere expression of the idea. What does this expression mean? What do people intend when they say, Relieve Broadway? Do *they* mean that *they* are willing to go out of Broadway? Do *they* think that *their* carriage is to be expelled from Broadway, or their cart, or their team? Do *they* wish to ride in a side street in *their* conveyances, or in *their* omnibuses creep down some new channel, sparsely inhabited, and give room for others to ride upon the Broadway of fashion, to be cheered and amused by the crowds which throng its way? No; such an idea never crossed the mind of an individual who has made such an observation, though they may have reiterated it from day to day. And, let us ask your Honorable Body, who would be in favor of the relief of Broadway if they supposed *they* were to be the individuals to go out of Broadway? It is our conviction that if each one was compelled to practise what they preach upon this subject, there would be an awful silence reign in respect to it, and the words would never be heard again. No; so long as a cart can run, a carriage be crowded in, or a chance of any kind to be occupied, Broadway will be crowded and jammed to its utmost capacity.

The more noise the more confusion, the greater the crowd the better the lookers on and the crowders seem to like it, and the world, from the match-boy to the gentleman of leisure, resort there to see the confusion, the uproar and the sights, while all enjoy it alike. This din, this driving, this omnibus thunder, this squeezing, this jamming, crowding, and at times smashing, is the exhilarating music which charms the multitude and draws its thousands within the whirl. This *is* Broadway—this *makes* Broadway. Take from it these elements, the charm is gone, and it is no longer Broadway. But crowd it, and crowd it and continue to crowd it until, like the mountain stream, it overflows its banks in a natural way, and then trace the course of events through this simple comparison. That the stream will follow its bed, that the current will run in its natural channel, and though the hand of man in his ingenuity may point it to higher aims and beckon the waters to come this way, he may beckon in vain, till they, by compulsion, are driven from their limits to seek channels in other places.

THOS. A. DAVIES,  
Chairman.